Amendments to the Claims under Revised 37 C.F.R. § 1.121

This listing of claims will replace all prior versions, and listings, of claims in the application.

In the Claims:

Please amend the claims as follows:

1. (Currently Amended) A method for controlling an aircraft, comprising:

receiving a first trigger;

disabling cockpit control of the aircraft in response to the first trigger; and

enabling a special reversionary mode to control the aircraft in response to the first trigger;

wherein the first trigger is based on the aircraft's deviation from a planned flight path~~special reversionary mode comprises entering into a known, safe flight path~~.

2. (Original) The method of claim 1, further comprising:

generating the first trigger, wherein the first trigger is generated outside the aircraft.

3. (Currently Amended) The method of claim 1[2], wherein the first trigger is generated within the aircraft.

4. (Original) The method of claim 3, wherein the first trigger is generated without human input.

5. (Original) The method of claim 3, wherein the first trigger is generated using human input.

6. (Original) The method of claim 2, wherein the first trigger comprises an encrypted signal.

7. (Original) The method of claim 1, further comprising:

sensing a triggering event; and

generating the first trigger in response to the event.

8. (Currently Amended) The method of claim 1, further comprising:

receiving a second trigger subsequent to receiving the first trigger;

re-enabling cockpit control of the aircraft in response to receiving the second trigger~~; and disabling the special reversionary mode in response to receiving the second trigger~~.

9. (Currently Amended) A method for controlling an aircraft, comprising:

sensing a first triggering event;

generating a first trigger in response to the first triggering event;

receiving the first trigger;

disabling cockpit control of the aircraft in response to the first trigger; wherein the first triggering event is based on a sudden maneuver of the aircraft; and

enabling a special reversionary mode to control the aircraft in response to the first trigger~~;~~

~~wherein the special reversionary mode comprises entering into a known, safe flight path;~~

~~sensing a second triggering event subsequent to entering the special reversionary mode;~~

~~generating a second trigger in response to the second triggering event;~~

~~receiving the second trigger;~~

~~re-enabling cockpit control of the aircraft in response to receiving the second trigger.; and~~

~~disabling the special reversionary mode in response to receiving the second trigger~~.

10. (Currently Amended) Apparatus for controlling an aircraft, comprising:

an activator for generating an activation trigger; and

a switch communicatively coupled to the activator, the switch disabling cockpit control of the aircraft in response to the activation trigger, the activation trigger further enabling a special reversionary mode, wherein the special reversionary mode comprises entering into a predefined flight path.~~a known, safe flight path~~.

11. (Original) The apparatus of claim 10, wherein the special reversionary mode causes the aircraft to execute a safe, pre-programmed flight path.

12. (Cancelled) The apparatus of claim 10, wherein the special reversionary mode causes the aircraft to be controlled from a control point outside the aircraft.

13. (Original) The apparatus of claim 10, wherein the activator comprises a transceiver that receives a signal from outside the aircraft and responsively generates the activation trigger.

14. (Original) The apparatus of claim 10, wherein the activator comprises a manually activated switch onboard the aircraft.

15. (Original) The apparatus of claim 14, wherein the manually activated switch comprises at least one keypad.

16. (Original) The apparatus of claim 10, wherein the activator comprises a flight path sensor.

17. (Original) The apparatus of claim 13, wherein the signal is encrypted.

18. (Original) The apparatus of claim 10, further comprising:

a deactivator for generating a deactivation trigger;

wherein the switch is communicatively coupled to the deactivator, the switch re-enabling cockpit control of the aircraft in response to receiving the deactivation trigger; and

wherein the deactivation trigger also disables the special reversionary mode.

19. (Original) The apparatus of claim 18, wherein the deactivator comprises a manually activated switch onboard the aircraft.

20. (Original) The apparatus of claim 19, wherein the manually activated switch comprises at least one keypad.

21. (Original) The apparatus of claim 18, wherein the deactivator comprises a sensor that indicates the aircraft has landed.

22. (New) A method for controlling an aircraft, comprising:

receiving a first trigger;

disabling cockpit control of the aircraft in response to the first trigger; and

enabling a special reversionary mode to control the aircraft in response to the first trigger;

wherein the first trigger is based on a cabin air pressure sensor or a vibration sensor.

23. (New) The method of claim 22, wherein the special reversionary mode comprises entering into a predefined flight path.

24. (New) The method of claim 23, wherein the special reversionary mode causes the aircraft to execute a safe, pre-programmed flight path.

25. (New) The method of claim 1, wherein the special reversionary mode comprises entering into a predefined flight path.

26. (New) The method of claim 25, wherein the special reversionary mode causes the aircraft to execute a safe, pre-programmed flight path.

27. (New) The method of claim 9, wherein the special reversionary mode comprises entering into a predefined flight path.

28. (New) The method of claim 27, wherein the special reversionary mode causes the aircraft to execute a safe, pre-programmed flight path.